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REPORT OF

**THE MUNICIPAL ADVISORY COMMITTEE**

ON THE

**PROPOSED PARKWAY BELT WEST PLAN**

**JULY, 1975.**



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REPORT TO  
THE HONOURABLE W. DARCY McKEOUGH  
TREASURER OF ONTARIO AND MINISTER OF  
ECONOMICS AND INTERGOVERNMENTAL AFFAIRS  
FROM THE PARKWAY BELT WEST  
MUNICIPAL ADVISORY COMMITTEE

July, 1975

Toronto, Ontario





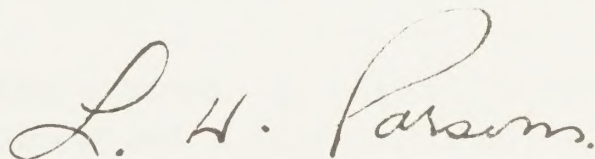
## PREFACE

The Parkway Belt Municipal Advisory Committee's submission of comments on the Parkway Belt West Plan is presented herewith in a consolidated version, after approximately one year of active study.

The mandate of this Committee is to assist the Provincial staff and to advise the Minister in the course of the Parkway Belt West Plan preparation, policy formulation and implementation.

Since 1970, the Government of Ontario has taken certain initiatives to plan a better urban environment for Ontario residents which has resulted in the establishment of the Parkway Belt system, the Niagara Escarpment Commission and regional governments. This Committee, consisting of five regional governments: Hamilton-Wentworth, Halton, Peel, Metropolitan Toronto and York, was formed to oversee the complex issues of the Parkway Belt West system which stretches from Hamilton to Markham.

This report has received the general endorsement of all members of this Committee, although I would not expect any individual participant necessarily to agree with each and every recommendation. However, it reflects our general consensus and considered judgement on the general planning philosophies and local geographic considerations.

A handwritten signature in cursive script that reads "L. H. Parsons." The signature is written in dark ink and is positioned above the printed name and title.

Louis H. Parsons, Chairman,  
The Parkway Belt West Municipal  
Advisory Committee.



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1917

1917

The National Bureau of Standards was organized in 1901 as the National Standard Laboratory. It was then known as the National Standard Laboratory, and its functions were limited to the establishment and maintenance of standards of length, mass, and time. In 1917, the Bureau was reorganized and its name changed to the National Bureau of Standards. This reorganization was a result of the increasing importance of standards in industry and commerce, and the need for a more comprehensive and authoritative body to oversee the standardization process.

The National Bureau of Standards is a federal agency that is part of the Department of Commerce. It is responsible for the development and maintenance of the United States system of measurement standards. The Bureau's work is essential for the accuracy and consistency of measurements in all fields of science and industry.

The Bureau's primary function is to establish and maintain the national standards of length, mass, and time. It also provides technical assistance and information to other government agencies, industry, and the public. The Bureau's work is carried out through a series of laboratories and offices located throughout the country.

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## I INTRODUCTION

The Committee, in accordance with its terms of reference, has worked within the constraints of present Provincial policies in regard to the Parkway Belt West Concept. Thus, the following major elements were generally accepted as given for the purpose of appraising the Interim Draft:

- (i) the location and alignment of the Parkway Belt
- (ii) the alignment of the 500 KV Transmission corridor
- (iii) the alignment of future Highways #403, 407 and 410
- (iv) the linear configuration for the future two-tier urban structure parallel to Lake Ontario

This submission has been compiled into two main sections:

- (a) Concerns of principles and policies which consist of issues dealing with comprehensive planning principles and policies.
- (b) Detailed geographic consideration which consist of the specific concerns of a Region or adjoining Regions.

It is important to note that the recommendations of this submission are the vehicle to facilitate the exchange of viewpoints. There are several key decisions yet to be made for effective plan preparation and implementation. One of the key decisions is to bring about effective public input into the planning process. Furthermore, the efforts to involve the tri-level governments (Provincial, Regional, Municipal) should be emphasized, leading to considered and rational resolutions to the issues discussed in this submission.



## II TERMS OF REFERENCE

In 1970, an Interministerial Parkway Belt Task Force was set up to refine the principles and to undertake the detailed physical design of the Parkway Belt West.

In June, 1973, Design for Development: The Parkway Belt West was published by the Ministry of Treasury, Economics and Intergovernmental Affairs. Concurrently, Bill 130 (known as the Parkway Belt Planning and Development Act), was passed to provide a legal context for the preparation of a detailed physical design plan and to permit the imposition of land use regulations to the Parkway Belt Planning Area.

On June 4, 1974, the Honourable John White, former Minister of Treasury, Economics and Intergovernmental Affairs, informed the Legislature that under the Act, the Province was required to appoint two Advisory Committees to assist in developing and implementing the Plan. The Minister appointed the "Interested Groups and Residents Advisory Committee", which consists of representatives of fifteen groups and ten citizens at large and the "Municipal Advisory Committee", which consists of the following members:

### Regional Municipality

Hamilton-Wentworth	Mrs. A. Jones (Chairman)	Mr. R. Bailey (Commissioner of Planning)
Halton	Mr. A. Masson (Chairman)	Mr. E. Cumming (Commissioner of Planning)
Peel	Mr. L. Parsons (Chairman)	Mr. P. Allen (Commissioner of Planning)
Metropolitan Toronto	Mr. P. Godfrey (Chairman)	Mr. J. Bower (Commissioner of Planning)
York	Mr. G. Wright (Chairman)	Mr. T. Roman (Mayor, Town of Markham) formerly Mr. B. Power (Planning Director, Markham)

Mr. L. Parsons was elected Chairman of the Municipal Advisory Committee.

The functions of this Committee are:

- (i) to assist the Provincial staff in developing the best possible plan for the Parkway Belt;





- (ii) to assist in the defining of issues which Provincial staff have not perceived or correctly identified;
- (iii) to examine the Parkway Belt Planning concept and the staff's design rationality;
- (iv) to help in developing the best system of public information;
- (v) to comment formally to the Minister during the review period following the publication of the draft development plan;
- (vi) to make submissions, should the Committee wish, during the public hearing;
- (vii) to assist the Minister in reviewing the report of the Hearing Officers following public hearings; and
- (viii) to give advice to the Government during the implementing phases of the operation.

Several submissions have been made to the Provincial staff by the Committee over the past year and the Committee has held numerous meetings with the Provincial staff to discuss general and specific issues. The shortness of this report should not be regarded as a reflection of a lack of time spent by the Committee attending to its designated responsibilities, but should instead, be regarded as a summary of its position condensed from earlier work.

One of the Committee's recommendations has been followed by the Province in that detailed plans in a draft form have been made public at an early date, so that all affected municipalities and citizens can respond before the Plan is finalized.

Map 1 shows the location of the Parkway Belt West and the Planning Area, which has been taken from the Interim Draft Parkway Belt West Plan, May 1975.





### MAP 1

 PARKWAY BELT WEST

 PARKWAY BELT WEST  
PLANNING AREA

SCALE. 1 inch to 2 miles.

This Map Constitutes Part Of The Plan And Should Be Read Together With The Text

any Economic and Foreign Governmental Affairs, 1975





### III SUMMARY OF RECOMMENDATIONS

The following recommendations represent the general consensus of the members of the Municipal Advisory Committee:

- (i) That the Parkway Belt West be renamed Parkway-Utility Belt West to more accurately reflect its function.
- (ii) That additional tablelands be included wherever feasible; along the Escarpment, the major stream valleys and the Parkway Belt junctions for public open space uses for the present and the future population in the Central Ontario Lakeshore Urban Complex.
- (iii) That the environmental, social and economic implications of the Parkway Belt West Plan be assessed on both the long range and short term basis prior to the adoption and implementation of the Design Plan.
- (iv) That land use designations within the Parkway Belt Planning Area, for uses other than the linear facilities for transportation and utilities be reviewed on a comprehensive basis to integrate the Parkway Belt Plan and other major regional land use planning elements.
- (v) That the intent of Complementary Use Areas be defined more specifically for the benefit of the public and that the range of permitted uses in different sections of the Parkway Belt should be given further consideration in conjunction with the current preparation of Regional Official Plans.
- (vi) That further response from the various Regions and Area Municipalities be given serious consideration as all three levels of government are directly involved in the success of this far-reaching and comprehensive planning program. Similarly, direct citizen input should be carefully weighed and considered.



#### IV CONCERNS OF PLANNING PRINCIPLES AND POLICIES

The Municipal Advisory Committee agrees in principle with the general goals, objectives and policies of the Parkway Belt West Plan. The concept of the Parkway Belt is viewed as a vital component in the achievement of the urban structure plan envisioned by the Province in the Toronto-Centred Region Plan and the proposed Central Ontario Lakeshore Urban Complex plan. As such, the goals stated in the Interim Draft Parkway Belt West Plan satisfy the functions which the Parkway Belt intends to fulfill in the overall Provincial strategy. It is essential that the Parkway Belt, the T.C.R. Plan and the COLUC proposal or variations of them are all viewed in the same context and support each other. If this is not to be the case, then the whole system will develop flaws and will have to be seriously re-examined.

The Committee feels that this has been a very worthwhile exercise and has encouraged regional planning in the truest sense of the word. It is intended that this co-operation will continue throughout this Plan and through the preparation of the various Regional Official Plans.

Perhaps the major weakness of the Plan is the emphasis on the planning and design of the linear facilities for transportation and utilities, with less regard to the environmental impact and an overall open space network. The noise and visual impacts of the Parkway Belt are two major concerns of this Committee. The adverse affect of noise from the future transportation corridor on the built-up residential areas and the residential developing communities should be minimized. Hopefully, this can be resolved at the more detailed design stage and implementation of the Plan, but should nevertheless be addressed at this time.

The pressures on land and water resources for recreation will be greater in the future as the consequences of population growth, increased leisure time and family income and a higher standard of living. There will be a continued need for a concerted effort by all levels of government to protect the land and water resources that offer recreation potential for present and future population in the Toronto-Centred Region. In the COLUC Report, the policy guideline suggested that the shoreline of Lake Ontario, inland water, bay and major rivers and creeks which drain into the lake and offer a range of land and water-oriented park and recreational opportunities should be protected. The Committee agrees with this guideline and considers the Parkway Belt to be part of this system part of which would be





the proposed "trails system". This would have the effect of creating an integrated multi-use open space system and would better satisfy goal 2.4.

In the Interim Draft Parkway Belt West Plan, goal 2.1 Community Identification is defined as follows: "Separate and define boundaries of urban areas, thus helping to provide residents with a sense of community identification." This is clearly a supportable goal. However, objective 3.2 states the following: "Separate communities by providing a break in the pattern of continuous urban land use and by minimizing the number of traffic routes connecting urban areas across the Parkway Belt." The specific proposals related to all sections of the Parkway Belt recommend a limitation of the number of connections from an area on one side of a particular Belt to an area on the other side of the same Belt. The objective behind this policy is to support the self sufficiency of each community. However, it is necessary to be realistic in that adequate connections are made between communities regardless of the provisions of a Parkway Belt system.

Although the Committee supports the general philosophy of strengthening community identification and reducing unnecessary transportation connections, we consider that only with the benefit of the respective Regional Official Plans can this matter be addressed specifically as related to each section of the Parkway Belt. It may be that in some instances no additional transportation connections are necessary. However, at this time, it is not possible, with any assurance, to determine which is which.

It appears that in the final Parkway Belt Plan, there will have to be more consideration given to comprehensive land use planning, especially in the area of Complementary Use. This issue of complementary use should be defined more specifically for the benefit of the public and the local municipalities.

In summary, the Committee re-emphasizes the need for the Parkway Belt to become the backbone of the urban structure. It is in general agreement with the whole concept and realizes that certain goals and objectives do not apply uniformly to all areas in the Plan. The more geographic concerns are found in Chapter V and will provide a more detailed response to the Parkway Belt West Plan.



## V DETAILED GEOGRAPHIC CONSIDERATIONS

### A. THE ESCARPMENT LINK

#### (i) The Regional Municipality of Hamilton-Wentworth

- (a) The potential development of the west end of the Parkway Belt area could be affected if it is decided, by way of the Regional Official Plan, that the rural area above the Escarpment can, and should be, developed. In this case, a trunk sewer may have to be constructed through the Parkway Belt to service the area above the Escarpment and it is possible that some of the adjoining lands could and should be developed. Therefore, the limit of the Parkway Belt should be reviewed later during the process of Regional Official Plan preparation.
- (b) Assuming that no basic changes are to be made to the Parkway Belt location in Dundas, the following minor changes are suggested:
  - (1) The Belt should follow the lot line between Lots 20 and 21, between the Escarpment and York Road because the proposed boundary bisects some developable lands. Alternatively, the boundary should follow the top of the bank.
  - (2) Certain undevelopable lands, situated between old and new York Road to the north of the Desjardins Canal, could be included in the Parkway Belt.
- (c) The inclusion of the McMaster University campus will impose undue restrictions on the future campus expansion. It appears more logical to include only marshes, floodplain land and wooded slopes in the Parkway Belt Design Area and exclude the developable land of the campus.
- (d) It is recommended that lands presently designated for urban development in the Official Plan (e.g. in Dundas, Flamborough) be either acquired for public use or excluded from the Parkway Belt.
- (e) Hamilton Bay Waterlots:

It is recommended that all privately and publicly owned waterlots in the West Hamilton Bay be included in the Parkway Belt.

#### (ii) The Regional Municipality of Halton

- (a) Halton questions why the land following the shore east of Woodland Cemetery and the cemetery to the east had not been included in the Parkway. (This should be taken to mean the lands in the immediate vicinity of the bay rather than the inland subdivision.)



- (b) Halton has expressed concern for the low-density complementary industrial use designation between Highway 403 and the C.N.R. west of the Burlington Transformer Station. This concern extends also to the industrial complementary use designation on the lands to the west and lying north of Highway #403. While Halton supports the character established by certain existing industrial uses north of #403 as being compatible with the environment sought within such sections of the Parkway Belt, it is considered that the specific objective requiring limitations of coverage to 10% is unduly restrictive and that the sought-for character can be achieved with a greater permitted coverage, perhaps as great as 20%, given additional site development review.
- (c) The inclusion of Highview subdivision is invited subject to complementary use permission in keeping with the established character and it is suggested that for consistency the rear of the lots in the extreme south-east corner of that subdivision should be marked for acquisition.
- (d) Residential restriction for the large Complementary Use Areas west of Kerns Road are too stringent, in view of the general unsuitability of the soils for, and unlikelihood of, farming. In this and other areas of the Parkway Belt residential Complementary Use Areas, it is questioned whether residential cluster development of five units per 25-acres should not be considered, since this would insure the continued rural character.
- (e) While a 300-foot setback from the Grindstone Valley may be appropriate, it is felt that a setback of 150-200 feet from other valleys would be sufficient.





## B. THE SOUTHERN LINK

### (i) The Regional Municipality of Halton

- (a) The proposed alignment of Highway 403 in the vicinity of the Oakville Fourth Line is very near to the Valley of the east branch of the Sixteen Mile Creek, particularly in view of the need for an interchange with the future Dorval Drive extension.
- (b) The inclusion of the Oakville Creek south of the Southern Link, perhaps as far as Highway #5, would include certain private recreational lands, lands of the Trafalgar Lawn Cemetery and other lands owned by the Town and Conservation Authority.
- (c) It is considered that low density (5-acre lots in minimum 25-acre clusters) residential uses would be suitable in compatible use areas.

### (ii) The Regional Municipality of Peel

- (a) It is recommended that consideration be given to widening the Southern Link through the Region of Peel to include more parkland and permit a greater buffer zone. One area which is very critical is the Credit Valley-Parkway Belt junction, where additional tablelands should be included.
- (b) It is recommended that consideration be given to extending the Parkway Belt northerly along the Credit River to connect with the Northern Link.
- (c) The Parkway Belt east of the Credit River has been designated on the assumption that development in the "Hole in the Doughnut" will not occur. A preliminary assessment indicated that at least some development in the "Hole in the Doughnut" is a possibility. In fact, in the consultants' recommendations to the City of Mississauga Official Plan Review, residential development is proposed up to Eglinton Avenue. If development occurs in the "Hole in the Doughnut", then the concept of the Parkway Belt through this area should be reappraised and the need for (a) and (b) increases. Even if development is not permitted, the adequacy of the Belt is questioned, due to the fact that no areas for parkland are being provided throughout this section.
- (d) There are three prominent forest stands located within the Parkway Belt Design Area and in the Proposed Erin Mills South Community. It is suggested that in the course of construction of Highway #403 and the development of the Erin Mills South Community, necessary measures should be taken to preserve these unique forest stands wherever possible.



- (e) There are two prominent forest stands which straddle the southern Parkway Belt boundary west of Winston Churchill Boulevard and east of the Mini-belt. It is recommended that these stands be preserved either by widening the Belt or through development control prior to development.

In an earlier submission, Peel recommended that the Central Ontario Lakeshore Urban Complex proposal be made public at the earliest possible date, so that the Parkway Belt Plan can be referred to as an overall framework of a comprehensive Provincial Plan. The Province has since released the COLUC Report.

(iii) The Municipality of Metropolitan Toronto

- (a) While the Plan provides for a substantial increase of the Centennial Park area to the west towards Etobicoke Creek, it is recommended that consideration be given to the inclusion of an additional area of approximately 65 acres of vacant land which lies immediately adjacent to Centennial Park west of Renforth Drive. This additional land would substantially improve the setting for Centennial Park and contribute to what will, in the future, no doubt, be one of the most significant regional recreational facilities serving the western part of the Toronto region. A further advantage to this land being added to Centennial Park relates to the fact it is close to a major flight path of Toronto International Airport and there has been recent indication that noise contours as projected into the future, might seriously affect this land and restrict certain types of development.
- (b) A road extension is proposed from Highway #403 to connect with Eglinton Avenue in the Borough of Etobicoke. While the transportation proposals in the Parkway Belt will be the subject of discussion in other arenas, it is appropriate to recognize that any major road extension connecting Highway #403 and Eglinton Avenue will have to be scaled to the capacity of Eglinton Avenue within the Borough of Etobicoke and more particularly, the restricted capacity at the present time as it crosses the Humber River and enters the Borough of York. Further extensive road construction to the boundaries of Metropolitan Toronto must obviously be related to the capacity of roads within the Metropolitan Toronto area.
- (c) A general point is made in the proposals for the Parkway Belt that road crossings will be kept to a minimum. Accordingly, it is stressed that with the



substantial residential development contemplated in the City of Mississauga between Dixie Road and Etobicoke Creek, that provision be made for an additional north-south road to avoid the possibility of undue pressures on Renforth Drive and other roads in the Borough of Etobicoke.





## C. THE NORTHERN LINK

### (i) The Regional Municipality of Halton

- (a) It is recommended that the Parkway Belt Planning Area be extended west and north of the Milton Station, along the proposed HEPC 500 K.V. route to the east limit of the Niagara Escarpment Planning Area (Highway #25). It is anticipated that a width of at least 545 feet would accomplish this.

This would complete the definition of the Milton Urban Envelope and would, from the Halton and Milton points of view, be a better limitation for urban development than would Highway #401, permitting some long-range industrial development between Highway #401 and the Hydro line.

- (b) Neither Halton nor Milton would favour the use of lands between the highway and the hydro for residential use, recognizing that this would imply a new community organization, and possibly, a population far in excess of the population targets contemplated either locally or Provincially.

### (ii) The Regional Municipality of Peel

- (a) The municipal boundary between the City of Brampton and the City of Mississauga was established along the southern limit of the Northern Link of the Parkway Belt. It appears logical that once the Parkway Belt is finalized, that the municipal boundary be adjusted to coincide generally with the final southern limit of the Parkway Belt.
- (b) The land use east of Airport Road, south of Highway #407 and north of the C.N.R. Line designated as a Complementary Use Area should be considered for other uses. It is recommended that either low density, complementary industrial uses be permitted or the land be designated for industrial use.
- (c) It was suggested in an earlier submission, that the alignment of the proposed Highway #407 and the 500 K.V. transmission line east of Highway #410 be reversed; in other words, that Highway #407 be aligned south of the transmission line. It was felt that the overall design of the Parkway Belt would be more efficient and less costly. However, Provincial staff have recommended otherwise and the alignments have not been changed.
- (d) During numerous meetings, the possibility of linking the C.P.R. Line north of Streetsville with the C.N.R. Line north of Malton was raised. The proposed link would serve as a by-pass for freight services from Oshawa and eastern Ontario to both Guelph in the west and Niagara Falls and Hamilton in the south-east.



The suggested alignment of this proposed link would follow the Northern Link from Winston Churchill Boulevard to Torbram Road near the proposed C.N. yard. This issue is being considered further.

- (e) In an earlier submission, it was suggested that the hydro transmission line between Trafalgar Road and Winston Churchill Boulevard be shifted to the west in order that the potential industrial area not be severed. In the Interim Draft, the Province has shifted the hydro line to the east rather than to the west to include all of this potential industrial area.

(iii) The Municipality of Metropolitan Toronto

- (a) For the most part, this section of the Parkway Belt runs well north of the Metropolitan boundary and therefore, Metropolitan Toronto has no direct land use interests. However, there is concern as to the implications for urbanization north of the Metropolitan boundary to the extent that the Parkway Belt may be considered to constitute a limit to urban development to the north of Metro.

Generally, the implications for urban development north of Metro arising from the alignment are in accordance with the understanding over an extended period of time as to the urban growth for which Metropolitan Toronto has produced and related its plans. There is however, one significant exception in the area north of Steeles Avenue, generally between Warden Avenue and the Rouge River. Various official pronouncements have stated that urban development is contemplated in this area immediately north of the Metropolitan boundary. However, if this is applied to the full land potential within the Parkway Belt limit, it could lead to the urbanization of a large area of approximately 4,000 acres (with a potential population in the range of 100,000 - 150,000). The Parkway Belt plans prepared for this section, indicate that the area referred to is to remain undeveloped, but an inconsistency remains between this statement on the Plan and other official statements as to urbanization in this area. It is suggested that the final location of the Parkway Belt in this section should be determined at the same time as a decision is made as to the amount of land to the south which is to be urbanized. Metro is not prejudging the desirability of urbanizing the approximately 4,000 acres, but if the location of the Parkway Belt is determined in advance, it will tend to prejudice future decisions towards favouring total urbanization of the area to the south of that Belt.



- (b) It is suggested that the north-western section of Etobicoke which has been designated a Complementary Use Area, warrants further study in view of the restricted nature of the uses permitted in such areas. While this is the only Complementary Use Area directly affecting Metropolitan Toronto, the permitted uses in Complementary Use Areas appear to be unduly restrictive in the absence of any declared intention for future acquisition for public purposes. The uses, in fact, appear to be very similar to those permitted in the public use areas.
- (c) It is requested that it be confirmed that extensions of Martingrove Road and Kipling Avenue across the Parkway Belt with jog eliminations at Steeles Avenue are accepted, even if the roads are not shown with a heavy line on the Plan.

It is further requested that it be confirmed that the planned extension of Steeles Avenue across the Humber River is accepted on the southerly alignment, in which event, lands to the north of the new alignment from the C.N.R. to the Humber River should be designated for public open space in the Parkway Belt.

- (d) Lands to the south-east of the new Steeles Avenue alignment and Kipling Avenue already zoned for residential development should be excluded from the Parkway Belt (Etobicoke Bylaw 2110 - Markpal Holdings Ltd.)

(iv) The Regional Municipality of York

- (a) In the wide band from the area east of Bayview Avenue to Warden Avenue, there is no mention of complementary uses.
- (b) The Town of Markham has recently received approval to construct a one-half million dollar works yard and building on Miller Avenue, east of Woodbine Avenue. According to the Plan, the 500 KV Transmission Line will require the removal of this building.
- (c) The area immediately east of Bayview Avenue forms part of Official Plan Amendment No. 56. It is suggested that this area should be exempted from the Parkway Belt, since it is a logical extension of the proposed neighbourhood. The lands in question are insignificant in comparison to the total Parkway Belt area immediately to the east.





- (d) The intention of the Parkway Belt is to create an urban separator. It is strongly urged that some policies be devised at an early date to resolve the types of uses which may be permitted in this area. The lands to the north appear again to be designated as an "area to remain undeveloped." Possibly some of these matters can be resolved in conjunction with the COLUC plan.
- (e) It would appear that there is considerable inconsistency between the area east of Bayview Avenue and the area west of Bathurst Street to Keele Street. In the latter area, the Parkway Belt is considerably narrower although, it would appear that conditions there are much the same insofar as future development is concerned and insofar as potential land acquisition is concerned. It is recommended that the former Jail Farm site west of Bayview Avenue, owned by the City of Toronto, should be included in the Parkway Belt Design Area.
- (f) There is a need to guarantee that the responsibility ultimately for the administration of the Belt and particularly of the Complementary Use Areas, will rest in the responsible municipality, who should have the authority under normal or expanded planning powers, to amend details of the plan or of any implementing by-law if within the general objectives and policies of the final Parkway Belt Plan.



#### D. THE BURLINGTON-OAKVILLE MINI-BELT

##### (i) The Regional Municipality of Halton

- (a) The north-easterly curve of the Parkway Belt limit east of the Shell property and immediately south of Rebecca Street should be retained.
- (b) The Parkway Belt limits in Bronte should be a specified distance west of the top of the bank between Riverview and Rebecca Streets and should extend west to encompass the Westbrook School site.
- (c) Although the inclusion of the creek running through the Shell Park toward the lake (and sometimes called Sheldon Creek) represents a valuable link with the shore, it is questioned whether the lands lying between that creek and the Shell Park and B.P. Park on the shore are large enough to permit complementary uses such as low-density cluster housing (even if that density were increased to five-acre lots in 25-acre clusters). Some development should be permitted, unless these lands are to be acquired.
- (d) The inclusion of approximately forty acres of B.P. tableland north of Rebecca Street and lying east of the refinery road is seriously questioned. It is understood that these lands are no longer seriously considered in the search for a sewage treatment plant site.
- (e) The proposed 14-Mile Creek flood control project site west of the Third Line and north of the Q.E.W. should be included for public acquisition.
- (f) The inclusion of the Lido Golf Centre is seriously questioned. While it is not difficult to appreciate the apparent compatibility of the present use of the property with adjacent lands in the Parkway Belt, Halton must register concern from the Oakville and Regional points of view. The lands are within industrial zones and subject to agreements between the owner and the Town for their temporary recreational use, its termination and their sale upon receipt of offers to purchase for industrial purposes (all according to a formula in the agreement). The area is now readily servicable and the Town (and Region) can see a dwindling supply of industrial acreage for increased employment and assessment.
- (g) Significant valley and vegetation north of Britannia Road on the main branch of the 16-Mile Creek should be included for public acquisition.
- (h) The Parkway limits should be a specified distance west of Highway #25, Lot 9, Concession II N.S. to incorporate possible changes in the west bank due to migration.



- (i) The desirability of trails extending south along the Oakville Creek at least to Highway #5 should be acknowledged (to connect thence southerly to trails which the local municipality or Region may promote to the Lake).





## E. THE OAKVILLE-MISSISSAUGA MINI-BELT

### (i) The Regional Municipality of Halton

- (a) The Province should anticipate major opposition to the implied interference with gardening operations in the Ninth Concession (Milton/North Oakville) as a result of the utility corridor feature. This will likely include an official position by Halton.
- (b) Halton supports the exclusion from the Planning Area of lands immediately east of the Linbrook Plaza lying to the south of the Oakville Transformer station and east of the old Ninth Line. It is acknowledged that these lands are not included in the current Design Area.

Oakville for many years has discouraged any other retail/commercial for the southeast community, except the plaza in question, and only now the local population has begun to justify its completion. In addition, the Town, the Conservation Authority and owners require some resolution of problems of future land use before stream diversion for flood control purposes can proceed. An early exclusion or exemption from the regulated area of those lands not in the Design Area would be most welcome to the Region and to Oakville.

### (ii) The Regional Municipality of Peel

- (a) Proposals to develop the area north and south of the Parkway Belt Southern Link between the Oakville-Mississauga Mini-belt and the Credit River Valley include Erin Mills Ridge, Erin Mills Centre, Erin Mills West and Erin Mills South. These Communities have an estimated population of 160,000. If the subject lands are to be developed, the provision of a buffer zone between the Freeway Link (from Highway #401 to Highway #403) and the future residential development along the Ninth Line is necessary in order to minimize the noise impact and air pollution from the Freeway. Thus, it is suggested that the alignment of the Freeway Link in this section be shifted westward, so that a buffer strip can be provided between the Mini-belt and the proposed residential developments. Buffering could be provided by a combination of distance, gradings, landscaping and road elevation.
- (b) There are certain lands located north of the generating station east of Winston Churchill Boulevard, which are inside of the Parkway Belt Design Area and should be released, so that they can be developed for industrial purposes.



## F. THE AIRPORT MINI-BELT

### (i) The Regional Municipality of Peel

- (a) Specific objective 6.7.2 (a) of the Airport Mini-belt indicates that the Mini-belt defines the westerly limit of the Mississauga Industrial Area which is located immediately to the west of Toronto International Airport. This objective is based on the assumption that the "Hole in the Doughnut" will remain undeveloped and for permanent agricultural uses, primarily because of the noise problem arising from aircraft operations at Toronto International Airport. If development in the "Hole in the Doughnut" were permitted, the function of the Airport Mini-belt would change and thus, would have to be re-evaluated.
- (b) In an earlier submission, it was recommended that a mature woodlot located on both sides of the First Line East between Britannia Road and Eglinton Avenue be acquired as part of the Parkway Belt. The Province is now proposing this woodlot as public open space in the Interim Draft May 1975, and this change is supported.







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